



Joint Policy Committee

March 17, 2006
10:00 a.m. to 12:00 Noon
MetroCenter Auditorium
101 Eighth Street, Oakland

AGENDA

1. Call to Order
2. Approval of Joint Policy Committee Meeting Minutes of January 20, 2006 (attached) Action
3. Focusing Our Vision (nee' Regional Blueprint Planning Program) (attached) Discussion

The Secretary of Business, Transportation and Housing will speak to the State's objectives for regional "blueprint" planning. Staff will report on progress to date and alert the Committee to upcoming events and work products. Committee advice on emerging issues (incentives, relationship to RHNA, and local-government ownership of the process and results) will be sought.
4. Legislative Update Discussion

Staff will provide an up-to-the-minute oral report on events in Sacramento relating to legislation of interest to the JPC. The Committee earlier authorized staff to draft and transmit a letter commenting on infrastructure proposals. The final letter, as transmitted, is attached.
5. Climate Protection (local efforts to combat global warming) Discussion

The Air District has embarked on a climate protection program, based in part on a pilot program in Sonoma County. Air District staff will describe the new program with particular reference to the JPC's interests. Leaders of the Sonoma program will outline lessons learned from the pilot effort.
6. Smart Growth and Goods Movement (attached) Discussion

Last year, the Committee received a report on potential land-use conflicts between regional smart-growth housing objectives and regional goods-movement objectives. Staff will provide a progress report on efforts to understand and begin resolving these conflicts.
7. Other Business
8. Public Comment

NEXT SCHEDULED MEETING:

10:00 a.m. to Noon
Friday, May 19, 2006
MetroCenter Auditorium
101 Eighth Street, Oakland

This meeting is scheduled to end promptly at 12:00 Noon. Agenda items not considered by that time may be deferred.

The public is encouraged to comment on agenda items by completing a request-to-speak card and giving it to JPC staff or the chairperson.

Although a quorum of the Metropolitan Transportation Commission may be in attendance at this meeting, the Joint Policy Committee may take action only on those matters delegated to it. The Joint Policy Committee may not take any action as the Metropolitan Transportation Commission unless this meeting has been previously noticed as a Metropolitan Transportation Commission meeting.



**Association of Bay Area Governments
Bay Area Air Quality Management District
Metropolitan Transportation Commission**

Joseph P. Bort MetroCenter
101 Eighth Street
P.O. Box 2050
Oakland, CA 94607-4756
(510) 464-7942
fax: (510) 433-5542
tedd@abag.ca.gov
abag.ca.gov/jointpolicy/

Joint Policy Committee

Minutes of the Meeting of January 20, 2006 Held at 10:00 AM in the MetroCenter Auditorium, Oakland

Attendance:

ABAG Members:

Jane Brunner
Mark Green
Scott Haggerty
Rose Jacobs Gibson
Gwen Regalia

BAAQMD Members:

Chris Daly
Mark DeSaulnier
Jerry Hill
Michael Shimansky
Pamela Torliatt
Gayle Uilkema

MTC Members:

Bill Dodd
Sue Lempert
John McLemore
Jon Rubin, Ch.
Shelia Young

ABAG Staff:

Gillian Adams
Paul Fassinger
Henry Gardner
Pat Jones
Kenneth Moy
Hing Wong

BAAQMD Staff:

Jack Broadbent
Jean Roggenkamp

MTC Staff:

Jeff Georgevich
Frank Harris
Therese McMillan

Other:

Ratna Amin, City of Oakland
Moir Birss, Housing Leadership Council
Eloise Bodine, Bay Area Monitor
Stuart Cohen, TALC
Jean Finney, Caltrans, District 4
Steve Lowe, WOCA
Kate O'Hara, Greenbelt Alliance
David Schonbrunn, TRANSDEF
Peter Lydon, SPUR

JPC Staff:

Ted Droettboom

1. Call to Order

Chair Rubin called the meeting to order. Members introduced themselves. Two new members, Mr. Hill and Mr. Shimansky, were welcomed.

2. Approval of Joint Policy Committee Meeting Minutes of November 23, 2005

The minutes of the previous meeting were approved.

3. Principles for Emergency Management Legislation

MTC's Jeff Georgevich spoke to the principles, which were developed jointly by ABAG and MTC staff as part of the coordination effort prompted by SB 849. Noting that there will likely be both federal and state legislation proposed in response to the recent spate of natural disasters, Mr. Georgevich observed that there was potential for the Bay Area to exercise a leadership role and to get legislation which responded to the needs and experience of this area. He reminded the Committee that the national incident management system was modeled after that developed in California.

In discussion, members observed that catastrophes may also unfold slowly. These will not be emergencies in the traditional sense, but will still require an aggressive and coordinated response. An avian flu pandemic was cited as an example. Developing a capability to respond to all hazards was an imperative. The need to communicate emergency response information in multiple languages was also noted.

After amending the first sentence of the first principle to read, "At the federal, state, *regional* and local levels of government, responsibility, authority, and funding for comprehensive Emergency Management for all hazards, including homeland security, should be vested in a single entity in the executive branch," (amendment in *italics*), the Committee endorsed the Policy Principles.

4. Regional Blueprint Planning Program

Ted Droettboom reported that the State has awarded ABAG and MTC a grant to pursue a program for implementing and refining the region's vision. He summarized the time lines for completing this work.

Discussion highlighted:

- The need to meet with city managers on the program;
- The need for greater congruency between the regional vision and the RHNA process. RHNA should not be pursuing housing in locations (e.g., agricultural lands) that the vision strives to protect;
- The need for incentives to encourage regionally appropriate housing development;
- The need to engage the local-government electeds who are not connected to current regional discussions. (JPC members and

regional commissioners and board members should report back more to their colleagues on what is happening at the region)

- The need to provide a strong rationale and persuasive documentation for the direction we are pursuing;
- The need to develop a tool box to assist local implementation;
- The need to tie what we are doing to initiatives at the state to pursue strategic growth planning and to ensure those initiatives support what we are trying to do in this region.

A Committee member also requested to see the budget for the proposed Blueprint work. A summary budget, revised from the grant application to respond to the temporal distribution of funding and BTH requirements, is attached to these minutes.

5. State Initiatives Affecting Regional Transportation and Land-use Planning

MTC Deputy Executive Director, Therese McMillan, presented a comparison of two alternative infrastructure bond proposals currently being considered in Sacramento: Perata and Torlakson's SB 1024 and Governor Schwarzenegger's Strategic Growth Plan. Ms. McMillan identified as key concerns: the preservation of support for coordinated land-use and transportation planning, support for goods movement improvements which recognized the needs of the Bay Area (particularly relative to the environment) as well as those in Southern California, continuation of a programmatic approach to transportation funding as opposed to a list of projects identified by the state.

Committee members identified as additional concerns: continued support for high-speed rail, the need for new tax revenues to support transportation improvements without unduly burdening future generations, recognition and rewards for local self-help funding programs (These programs should be regarded as complements, not alternatives, to state funding.).

The Committee requested that a letter be drafted expressing its concerns to the Governor and Legislature.

6. Urban Growth Boundaries and Urban Limit Lines

ABAG Regional Planner, Hing Wong, presented a survey of growth boundaries, limit lines, and protection areas across the region. His presentation is available on the JPC website.

It discussion, it was observed that urban limit lines need to be accompanied by an intensification of the development within the limits. Otherwise development will leapfrog into surrounding areas, exacerbating the consumption of agricultural and environmentally sensitive land for urban development and adding to vehicle miles traveled and congestion on major inter-regional routes. As well, counties surrounding the Bay Area may need to adopt limit lines in order to contain future development to existing urban areas.

7. Other Business

There was no other business.

8. Public Comment

There was no public comment aside from that directed at specific agenda items and incorporated in the discussion summary for those items.

9. Adjournment

ABAG-MTC Blueprint Planning Program
Summary Budget

	FY 05-06	FY 06-07
Kick-off Meetings	\$80,000	
County-Wide Staff Meetings	60,000	
Regional Tech. Advisory Committees	65,000	\$100,000
Regional Conference		75,000
Newsletter	25,000	50,000
Collect Policy-based Data	155,000	
Analysis plan and GIS Layers	115,000	
Prepare Outreach Plan	50,000	
Develop Photo-realistic examples	75,000	
Draft Development Priority Areas (analysis)		150,000
Negotiate Draft Development Priority Areas*		200,000
Regional Adoption		50,000
TOTAL	625,000	625,000

*includes outreach

Date: 3/6/2006
To: Joint Policy Committee
From: Janet McBride, Planning Director
RE: **Focusing Our Regional Vision**

Introduction and Initial Meetings

The region's Focusing Our Vision (previously referred to by the State's generic name of "Blueprint") effort is proceeding apace, with the clock ticking on the first phase, scheduled to run through the end of June. Focusing Our Vision includes active partnership by JPC, ABAG, and MTC staff and policymakers. Overall project components and a timeline are highlighted in Attachment A.

Presentations before gatherings of elected officials have been made in most counties and several sub-county areas. Approximately a dozen presentations have been made so far, and Attachment B identifies all scheduled meetings through the end of March.

Due to time constraints and the need to kick off the project, most of these presentations have occurred in the context of existing, regularly-scheduled group or committee meetings. The venue, meeting format and time available for discussion of this item varied widely, however, staff offers several observations and recurring themes.

Feedback

Audiences have been generally appreciative of the outreach and interested in participating. JPC, ABAG and MTC committee members served as "ambassadors" at many of the meetings and this was quite helpful both in terms of conveying why the project is important, and in highlighting local issues and concerns. Common questions and issues included:

- What are the pragmatic local interests for participating in the effort?
- How does the Focus effort relate to the regional housing needs allocation process?

- Will there be incentives to support implementation? What is the relationship to potential State infrastructure bonds?
- A desire to balance economic development and job issues
- How will other actors such as school districts and other special districts participate?
- Will this be a “top down” or “bottom up” process?

Current and Next Steps for Outreach

To close out the initial start up phase with elected officials, letters are being sent out to all elected City and County representatives, thanking them for their participation to-date and inviting requests for additional meetings or presentations.

Now that local elected officials are aware of the effort, the next step is outreach to City and County staff and special interest stakeholders. Meetings with local government staff are now being scheduled for this month and next in each County and invitation letters are going out to City Managers, Planning, Building and Redevelopment officials and Congestion Management Agencies. At each meeting, JPC, ABAG and MTC staff will introduce the effort and approach and solicit nominations for representatives to serve on a regional Technical Advisory Committee (TAC). There will be 2 representatives and 2 alternates from each county.

Initial stakeholder involvement will occur through a regional forum, planned for late April or early May, that will include a plenary session and break-outs for topical areas including economic development, the environment, social equity, market housing, affordable housing and transportation and mobility. Participants in each topical area will caucus and nominate TAC representatives.

The TAC will be convened and meet in late May, with an expectation of monthly meetings thereafter.

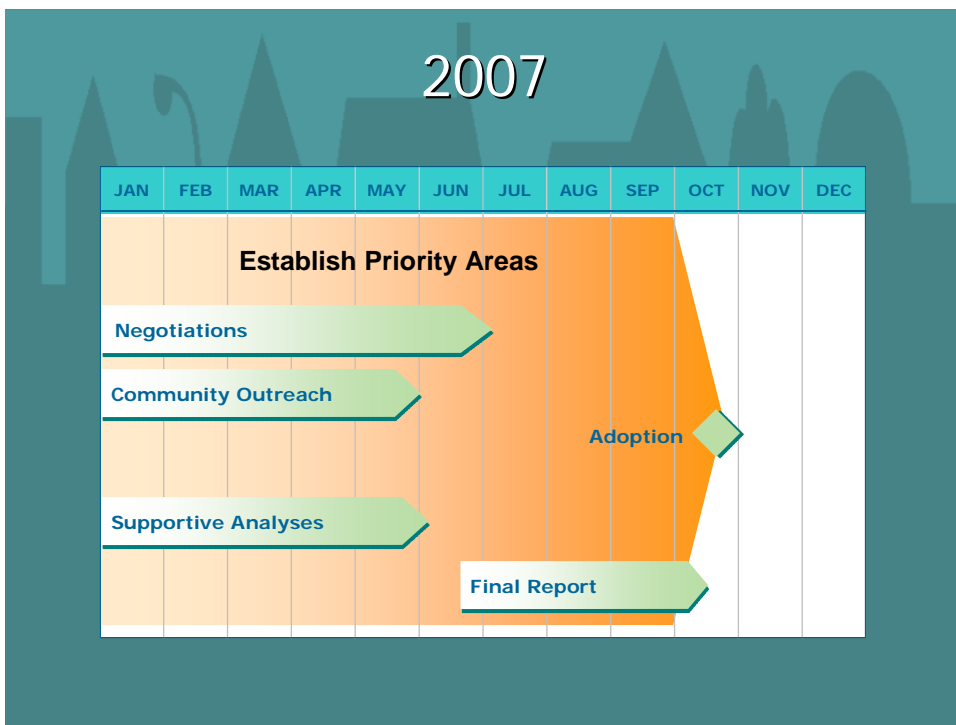
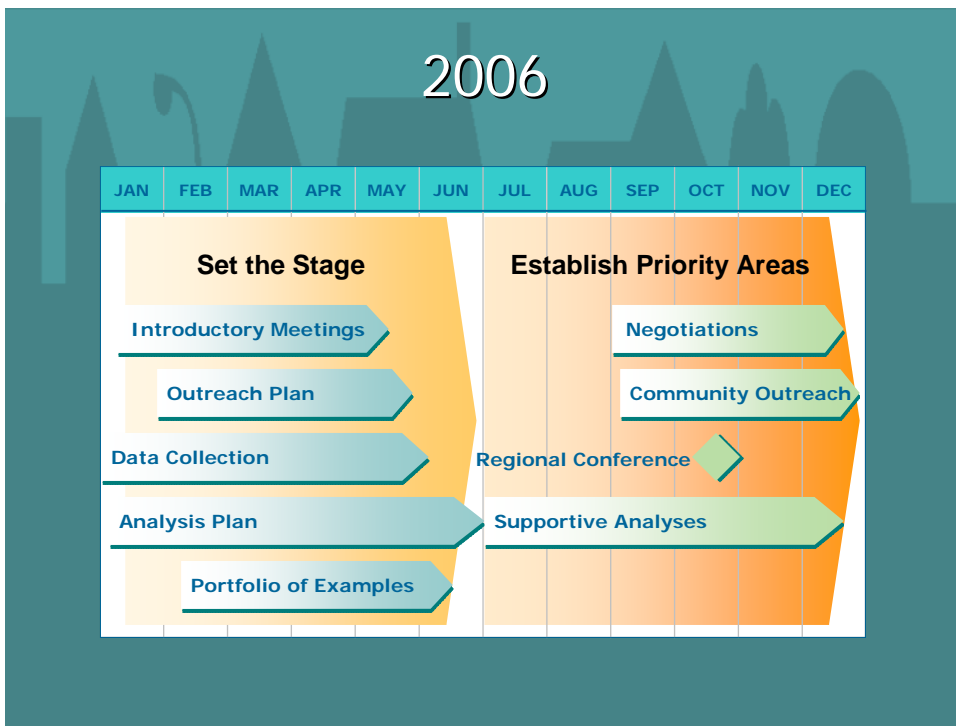
Technical Work

Meanwhile, JPC, ABAG and MTC staff are collecting and compiling data on baseline and future land use, infrastructure, socioeconomic variables, and environmental and natural resource parameters related to adopted smart growth principles. A “tool box” of information and data layers is being created to support upcoming technical meetings and spatial and other analysis. A portfolio of development and photo-simulation examples is also being compiled.

Committee Discussion and Recommendations

We look forward to Committee feedback on any aspect of Focusing Our Vision, but particularly hope to hear suggestions for desired follow-up around highlighted issues including the need for incentives, opportunities associated with proposed infrastructure bonds, the relationship to housing needs, and how to most effectively develop local government support and ownership of the regional vision.

Attachment A



Attachment B

Focusing Our Vision Presentations to Elected Officials

Santa Clara County Cities Association

Thursday, January 12, 2006, 7:00 p.m., Sunnyvale

East Contra Costa County Mayors' Conference/Delta Six

Thursday, January 19, 2006, 7:30 a.m., Oakley

Napa County League of Governments

Thursday, January 19, 2006, 9:00 a.m.

West Contra Costa County Mayors' Conference

Wednesday, February 1, 2006

Meeting with VTA Staff

Wednesday, February 1, 2006, San Jose

West Contra Costa County Mayors' Conference

Monday, February 1, 2006

Alameda County Mayors' Conference

Thursday, February 8, 2006, 6:30 p.m., Berkeley

City/County Association of Governments of San Mateo County (C/CAG)

Thursday, February 9, 2006, 7:00 p.m., San Carlos

Solano County Coordinating Council

Thursday, February 9, 2006, 7:00 p.m., Vacaville

East Bay League of Cities

Thursday, February 16, 2006, Orinda

Leadership Institute for Ecology & the Economy

Wednesday, March 1, 2006, 11:30 a.m., City of Cotati

Walnut Creek City Council

Tuesday, March 21, 2006, 7 p.m.

SPUR

Thursday, March 23, 2006, 12:30 p.m., San Francisco

West Contra Costa Transportation Advisory Committee

Friday, March 31, 2006, San Pablo

3/1/06



Association of Bay Area Governments
Bay Area Air Quality Management District
Metropolitan Transportation Commission

Joint Policy Committee

Joseph P. Bort MetroCenter
101 Eighth Street
P.O. Box 2050
Oakland, CA 94607-4756
(510) 464-7942
fax: (510) 433-5542
tedd@abag.ca.gov
www.abag.ca.gov/jointpolicy

February 22, 2006

The Honorable Wes Chesbro
California State Senate
P.O. Box 942848
Sacramento, CA 94248-0001

Re: Infrastructure Bond Proposal

Dear Senator Chesbro:

The Joint Policy Committee (JPC) oversees the consolidated planning program of the Bay Area Association of Governments (ABAG), the Bay Area Air Quality Management District (BAAQMD), and the Metropolitan Transportation Commission. Our 21 voting members are drawn from the ranks of elected local-government officials from throughout the nine-county San Francisco Bay Area. The JPC recommends the incorporation of three key elements into the final infrastructure bond package that you will be deciding upon over the next few weeks in your capacity as chair of the bond conference committee. We believe that these elements will help ensure prudent investment choices and will assist in achieving maximum return for the dollars invested.

1. REGIONAL EFFICIENCY

California is a state of regions. Over 80 percent of Californians live in four major metropolitan regions: the Bay Area, the Sacramento metropolitan area, greater San Diego, and the area of Southern California that has Los Angeles at its center. All of these regions have engaged their citizens in creating visions for the future: comprehensive planning exercises that offer solutions to each region's transportation, housing and environmental challenges. These visions recognize that infrastructure investment alone is not the answer. In addition to greater funds to meet the numerous demands of a rapidly growing population, there is a need for incentives to promote compact patterns of transit-oriented development, conservation of agricultural land and open-space, revitalization and enhancement of existing communities, greater affordable housing, and concerted actions to protect the environment.

The infrastructure bond could help these regions realize their visions by:

- Funding an integrated system of regional and local plans;
- Providing incentives to areas that pursue land-use changes consistent with the desired regional visions and with the most efficient use of existing and planned infrastructure.

2. TRANSPARENT CHOICES

Californians want fairness in the distribution of resources across the state and across all categories of infrastructure investment — each according to need. The state's infrastructure bond should strike a defensible balance between transportation and flood control; between goods movement and people movement; between transit and automobiles; between intra-regional and inter-regional; between north and south; between coastal and central areas.

We believe these goals can be achieved by structuring the bond not as a list of "earmarked" projects, but as a set of programs. Finite resources should be allocated among programs on the basis of clear priority and comparative need. To the greatest extent possible, the bond should build upon existing processes for allocating funds, rather than creating new ones. For instance, most transportation funds should be directed towards the State Transportation Improvement Program (STIP) or repayment of outstanding Proposition 42 loans. This will ensure that the projects selected are the true priorities of each region, and will enable funds to be put to use as quickly as possible, since there would be no need for new procedures to be developed. Projects should compete within programs on the basis of objective, measurable criteria that will allow progress to be assessed and performance improved.

3. LOCAL INITIATIVE

The state infrastructure bond should leverage state money by rewarding local and regional initiative, treating local and regional funds as a complement, not as an alternative to state funding. In the San Francisco Bay Area alone, voters have approved over \$8 billion worth of improvements on the state highway system over the last 20 years, from both sales tax measures and bridge toll increases. In many cases, the expenditure plans approved by voters include high-priority projects that are not fully funded, either because project costs have grown or because the expenditure plan also relied on state or federal funds that have yet to materialize. The infrastructure bond could help to deliver these projects and send a powerful message that local initiative will be rewarded.

Thank you for your leadership and for your consideration of these ideas as key elements of a successful infrastructure bond.

Sincerely,


 Jon Rubin, Chair

CC: President Pro Tempore Don Perata
 Assembly Speaker Fabian Nuñez
 Senator Dennis Hollingsworth
 Senator Kevin Murray
 Assembly Member Judy Chu
 Assembly Member Rick Keene

Assembly Member John Laird

Alan C. Lloyd, Secretary, California Environmental Protection Agency

Sunne Wright McPeak, Secretary, Business and Transportation Housing
Agency

Will Kempton, Director, Caltrans

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MEMORANDUM

Date: March 10, 2006
To: Joint Policy Committee
CC: Paul Fassinger, Research Director
From: Randy Deshazo, Senior Regional Planner
Subject: Potential conflicts between industrial and residential uses under Smart Growth

Summary

While Smart Growth principles promote a more compact land-use pattern in the Bay Area, competition for the limited amount of available land brings freight related land-uses and increasing Bayside residential development into potential conflict. Aside from direct competition for land, normal industrial activities generate off-site impacts on nearby residential uses through freight movement and site related nuisances.

Consequently, new residential developments may experience difficulties in attracting permanent residents. Industrial enterprises may also find that ongoing conflict with new residents may limit their future operations. Given these compatibility concerns, ABAG may need to reconsider the distribution of jobs and residents in certain areas in the next forecast. Also, these concerns may also influence the identification of Priority Development Areas as part of the Focusing Our Vision process.

Included in this staff report are a few case studies to illustrate how staff will approach compatibility concerns with respect to development potential. Even though this staff report concerns only three sites, the Jack London Square area, the Port of Oakland and the NUMMI plant area, several other sites can be included in further analysis. Results from this study will be communicated to affected local governments in the context of ABAG's forecast and in the identification of Priority Development Areas.

Compatibility at the Crossroads of Goods Movement and Residential Development

Most industrial areas are located along the I-80/880 corridor in the Inner East Bay, around the southern parts of the Bay in Santa Clara, in northern San Mateo and in San Francisco. Newer industrial and warehouse space appears in more outlying parts of the region such as the I-80 corridor in Solano, near Highway 101 in Sonoma and in the Livermore/Tri-Valley area along I-580. Much of the new residential development in the Bay Area is occurring inside and along the I-80/880 corridor.

Because physical site characteristics such as relatively flat and large parcels of land with proximity to major arterials and employment centers are appealing as locations for both residential and industrial uses, these uses compete for the limited available land in the Bay area. When residential and industrial uses are located near to each other, there may be compatibility issues that emerge from sharing the same road network, along with noises, odors, hazardous materials and high-intensity lighting. Moreover, since many of the available parcels are redevelopment properties, many sites considered for reuse as residential development are located in the midst of existing industrial and warehouse uses. The potential of infill redevelopment projects may be limited if they are developed adjacent to incompatible uses.

Given these factors, industrial operations may adversely impact the current trend toward higher residential densities within the I-80/880 corridor. Even with the implementation of site design standards affecting truck routes, parking and other site development techniques to mitigate industrial nuisances, permanent residents may be reluctant to locate along the industrial-residential seam line.

Ultimately, at every site where there is competition for land between industrial and residential development, the prevailing land-use trend in the vicinity may be decisive. For example, even with property owner preferences for one use over another, market forces tend to turnover industrial and warehouse uses to higher value uses with increasing demand since industrial uses yield low rents and property values per square foot. On the other hand, the lack of amenities and services, especially in an area perceived to be normatively industrial, makes residential development riskier than in suburban areas.

Case Studies

The following three case studies are examples of the diversity of Bay Area land-use mixes and the role that contending demand for land between residential and industrial/goods movement uses plays in anticipating future development.

Jack London Square (Census Tracts 4032, 4033)

These tracts comprise 314 Acres

	2005	2015	2030
Employment	11,652	12,697	13,673
Job-land Acres	227	233	234
Households	1,223	1,886	2,694
Residential Acres	42	57	64
Residential Density	29 du/acre	33 du/acre	42 du/acre
Total Developed Acres	269	290	298
Percent Developed	86%	92%	95%

Given its highly desirable location along Oakland's waterfront, the Jack London Square area is anticipated to see continued growth in employment and rapid growth in residential development over the next quarter century. Sustaining this growth requires continuing densification of both commercial/industrial land and residential land. Achieving the required density, however, may require consolidation of the currently highly fragmented pattern of land uses within the Jack

London Square area. With small lot sizes, small city block sizes and the proximity of incompatible land-uses, redevelopment of land with greater densities will be constrained by an inability to achieve the necessary building masses to support those higher densities.

Since office workers typically require far less space per employee than industrial workers, increased employment density will be supported by an anticipated greater share of office jobs by 2030. Even so, industrial workers is anticipated to decline to 41% of the workforce in 2030 (as compared to 57% in 2000).

While Projections estimates are reasonable, the City of Oakland's recent efforts to smooth over potential land-use conflicts must be observed over time to see to what extent redevelopment of the area around Jack London will allow for both residential and industrial uses.

Port of Oakland (Census Tracts 4017, 4018, 4019, 4020)

These tracts comprise 2,679 Acres

	2005	2015	2030
Employment	10,485	12,233	16,191
Job-land Acres	2,033	2,062	2,099
Households	1,497	2,366	3,508
Residential Acres	104	142	180
Residential Density	14 du/acre	17 du/acre	19 du/acre
Total Developed Acres	2,137	2,204	2,279
Percent Developed	79%	82%	85%

While the Port of Oakland comprises a very large area in East Oakland, much of the current debate about land in this area surrounds potential future uses for the Oakland army base. The Oakland Army Base ("OARB") Redevelopment Area comprises the 425 acre former Oakland Army Base, plus adjacent areas, totaling approximately 1,800 acres. Along with the former Army Base property, the OARB Redevelopment Project Area includes two non-Base areas: the Port of Oakland maritime area as well as the former Naval Fleet and Industrial Supply Center located adjacent to the Port's Outer and Middle Harbor terminal facilities; and an area along the Oakland Army Base's eastern boundary roughly between the realigned I-880 freeway and Wood Street.

Even though OARB is proposed to contain industrial and office uses, the former Wood Street AMTRAK station sub-area is proposed to eventually contain 1,557 housing units. Between 2005 and 2030, ABAG anticipates this study area to add another 2,011 households. With the complete build-out and occupancy of these units, the study area will need to add approximately 454 units to meet Projections 2005 estimates of area population. While there are some tracts of vacant residential in the vicinity, those tracts are squeezed between major limited access transportation facilities and adjoining industrial uses. It is possible that with increasing demand for residential uses, these tracts may be successfully developed. On the other hand, without significant retail support and substantial buffering from nuisances emanating from ongoing adjacent heavy industrial uses, demand for those residential units may be low.

Oakland is considering adopting a mixed industrial-residential zoning district (CIX-2) in west Oakland, to ensure that there is adequate space for both residential and industrial uses. CIX-2 will allow light industrial uses on ground floors and, conditionally, residential uses on upper floors. As with the Jack London area, ongoing monitoring of the successfulness of Oakland's efforts will be instrumental in forecasting future growth.

NUMMI Plant, Fremont (Census Tracts 4415.03, 4433.02, 4431.02)

These tracts comprise 20,059 Acres

	2005	2015	2030
Employment	58,558	64,852	71,441
Job-land Acres	4,241	4,534	4,570
Households	7,498	7,968	8,940
Residential Acres	1,407	1,464	1,550
Residential Density	5 du/acre	5 du/acre	6 du/acre
Total Developed Acres	5,648	5,998	6,120
Percent Developed	28%	30%	31%

The area of Fremont contained within the above cited Census Tracts is characterized by clearly delineated separation of land uses, with residential uses ranging from four to ten units/acre east of I-680, a six-lane freeway, and mostly industrial/warehouse uses west of I-680. West of I-680 and framed by Warm Springs Court and Fremont Boulevard on the west and east respectively, and south of South Glimmer Road is the NUMMI (New United Motors Manufacturing) plant. The plant houses some 5,700 employees engaged in shifts around the clock.

Even though I-680 buffers single-family residential uses from the more intense industrial uses to the east of I-680, Fremont is preparing a Specific Plan for the proposed Warm Springs BART station to be located west of I-680, near the NUMMI plant.

NUMMI officials have expressed concerns about placing new residential development near the NUMMI plant. The City of Fremont's Warm Springs BART Area Specific Plan, however, calls for buffering residential uses from surrounding industrial uses with retail and office uses in a Transit Oriented Development (TOD). A TOD, designed to mitigate noise and other impacts from nearby industrial uses, with residential uses transitioning to office/retail uses to the west may succeed in a largely industrial area. However, the long-term success of this 320 acre site, with a potential for 1,500 units, depends on ensuring that residential uses are adequately buffered from active industrial uses.

ABAG's Projections 2005 forecasts modest growth in residential development for these Census Tracts with 1,442 new households for the entire forecast period. This figure is consistent with the build-out potential of a TOD at the Warm Springs site.

Conclusion

While both Oakland and Fremont appear to be grappling with the potential conflict between goods movement and residential uses, only ongoing monitoring will be able to provide insight into the overall success of mixing these often incompatible land uses. Staff will work with local jurisdictions in assessing the future development potential of areas with particular emphasis on how these potential conflicts might impact Priority Development Areas under the Focusing Our Vision project.

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